

by the debate, and notably by the very able and exhaustive speech of the Minister of Railways. The construction of the road along the North Shore of Lake Superior has been abandoned. The railway connection with Manitoba, and consequently with everything beyond, is to be by a road running through American territory. This is a virtual renunciation of the Imperial, political, and military character of the whole enterprise. Lake Superior could not be commanded in case of war: it is therefore no more to be relied on as a military connection than, with its waters frozen more than half the year and the disadvantage of a double trans-shipment, it is likely to form a commercial connection, when there is an all-rail route. As to political relations, they follow, as Sir Charles Tupper truly says, the great lines of commerce. Manitoba and all that lies beyond will remain severed from Canada, in a political and military point of view, not only by distance, and in the case of British Columbia by mountain barriers, but by foreign territory through which our only access practically will lie. Patriotism, therefore, whether Imperial or Canadian, has henceforth little to say to the matter, and we have no occasion to bandy words upon that topic. There is the engagement, of course, with British Columbia, the penalty of cancelling which may, possibly, be the loss of that member of the Confederation. But otherwise the question is now one of a purely commercial kind. Is it worth while for Canada to incur the expense of constructing a railroad over the Rocky Mountains, and of running it when it is constructed, in order to open up British Columbia, a Province with a population, at the outside, of fifteen thousand, and, according to one authority, who at all events would not speak wildly, containing no more arable land than there is in a good Ontario county? Are there no more pressing objects—no safer investments, nearer home? The expense, when the road is constructed, of running it through a desert, is left out of sight by Ministerial speakers, whose fancy peoples the route with teeming millions as soon as the road is opened: but the experience of the Intercolonial is a warning on this